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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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| COUNTRY | China/Indochina | REPORT NO. | [REDACTED] |
| SUBJECT | Transportation of Supplies for the Democratic Republic of Vietnam | DATE DISTR. | 19 October 1953 |
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| | | REFERENCES | |

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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- By January 1953 the Central and South China Military and Administrative Committee (CSCMAC) had authorized the Kwangsi Transport Bureau to transport supplies for the Democratic Republic of Vietnam (DRV) from Liuchou (N 24-18, E 109-16), Wuchou (N 23-28, E 111-19), and Nanning to Tawankung (1129/3494/1712) and P'inghsiang (N 22-06, E 106-44). The Finance and Economics Committee of the CSCMAC was responsible for settling the transportation accounts, which were computed at JMP 1150 per ton-kilometer.¹

- Between January and June 1953 the Kwangsi Transport Bureau moved 7993 tons of supplies to the DRV. The monthly breakdown was as follows:

| | |
|----------|-----------|
| January | 1447 tons |
| February | 954 tons |
| March | 1032 tons |
| April | 1450 tons |
| May | 1550 tons |
| June | 1560 tons |

- The Wuchou sub-bureau transported 56 percent of the total volume; the Nanning sub-bureau, 33 percent; and the Liuchou sub-bureau, 11 percent.

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- 25X1A 1. [REDACTED] Comment. An article in the 12 December 1952 issue of the Sian Ch'un Chung Jih Pao announced that motor vehicle rates between various cities in northwest China would be set at between JMP 2,000 and JMP 3,000 per ton-kilometer. Allowing for regional variations and fluctuations in the value of the JMP, the rate reported by source would appear to be credible enough.
- 25X1X 2. [REDACTED] Comment. The figures do not include tonnage transported by rail. Rail cargo accounts are handled by the Liuchou Railway Administration Bureau.
- 25X1A [REDACTED] Comment. According to available information, Chinese Communist aid to the DRV is estimated to be running at about 1000 tons per month, a figure which includes goods shipped by truck, rail and ship. Since rail shipments presumably constitute a substantial percentage of total aid, the figures given by source for truck tonnages alone seem unacceptably high.

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